

The China Mail.

Established February, 1845.

Vol. XLIII. No. 7595.

二月二十日七十八年

HONGKONG, THURSDAY, DECEMBER 22, 1887

八初月一十年亥

PRICE, \$2 per Month.

AGENTS FOR THE CHINA MAIL

LONDON.—F. ALDRE, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & CO., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. HATTON & CO., 37, Wallbrook, E.C. SAMUEL DRACON & CO., 150 & 154, London Wall, W. M. WALL, 151, Canon Street, E.C. PARIS AND EUROPE.—ANDRE PRINCE & CO., 36, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row. SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney. CEYLON.—W. M. SMITH & CO., THE APOTHECARY CO., Colombo. SINGAPORE, STRAITS, &c.—SATY & CO., Square, Singapore. C. HEINRICH & CO., Manila. CHINA.—MACAO, R. A. DE CRUZ, Sudoc, QUELLO & CO., Amoy, N. MOALE, Puchow, HEDGE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALK, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION

BALANCE CAPITAL, 87,500,000
RESERVE FUND, 33,900,000
RESERVE LIABILITY OF FRS. 87,500,000
PRINCIPALS

COURT OF DIRECTORS.
Chairman—C. D. ROTOMLEY, Esq.
Deputy Chairman—Hon. J. BELL LIVING, W. H. D. DABY, Esq. Hon. A. P. McEWEN, H. L. DALYBRY, Esq. S. O. MICHAELSEN, Esq.
W. H. FORBES, Esq. J. S. MOSES, Esq.
H. HOPFINS, Esq. Hon. F. D. SANSON.

CHIEF MANAGER,
Hongkong, Thomas JACKSON, Esq.
MANAGER,
Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS—London and County Bank.

HONGKONG,
INTEREST ALLOWED.

Current Deposit Account at the rate of 3 per cent. per annum on the daily balance.

On Fixed Deposits.—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

Local Bills Discounted:
Credits granted on approved Security, a very description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial ports in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager,
Hongkong, September 20, 1887. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank is marked on Hongkong Savings' Bank Business in forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager,
Hongkong, September 1, 1887. 764

Notice of Firm.

NOTICE

M. R. J. S. SHOOKER has ceased to sign our firm for procription from the 13th instant.

S. J. DAVID & Co.
Hongkong, December 16, 1887. 2449

Intimations.

Intimations.

HONGKONG HIGH LEVEL TRAMWAY COMPANY, LIMITED.

NOTICE is hereby given that the Third Annual General MEETING of the Company will be held at the COMPANY'S OFFICES, No. 36, Queen's Road Central, on FRIDAY, the 23rd December, 1887, at 11 o'clock forenoon.

MACKENZIE, FRICKEL & CO., General Managers.

Hongkong, December 10, 1887. 2401

NOTICE

THE PRIZE DISTRIBUTION of the HONGKONG PUBLIC SCHOOL will be held in St. Paul's College on FRIDAY, NEXT, the 23rd Inst., at Noon. His Excellency the GOVERNOR has kindly consented to preside.

Hongkong, December 20, 1887. 2472

NOTICE

THE CHINESE PASSENGERS by the American barque *Edward May*, which left Honolulu on the 11th Nov., with 230 Passengers for Hongkong and arrived here on the 10th inst., beg to express their gratitude to Captain C. A. JOHNSON and the Chief Officer, M. D. MITCHELL, for the good treatment they received at their hands and for the kind efforts they made to secure the comfort of all. They recommend intending Passengers to secure passage by the same vessel, as they may rely on good treatment. A FLAG is to be Presented to the CAPTAIN in recognition of his Services.

Hongkong, December 21, 1887. 2482

NOTICE

R. A. F. L. E. S. H. O. T. E. L., 2, Beach Road, Singapore.

MESSRS. SARKIES' BROTHERS have the honour to inform their Friends and PATRONS that they have OPENED the above HOTEL on the 1st of December.

The Situation is one of the best and healthiest in the town, facing the sea, and within a few minutes' walk of the Public Office and the Square.

Great care and attention for the comfort of BOARDERS and VISITORS have been taken in every detail, and those frequenting it will find every convenience and home comfort.

From the great experience Messrs. SARKIES' BROTHERS have gained in the MANAGEMENT of the EASTERN and the ORIENTAL HOTELS in Penang, and the success that has attended them, they are confident that the RAFFLES HOTEL will meet a great want long felt in Singapore. The sole endeavour of the Proprietors will be to attend to the comfort of their VISITORS.

TERMS MODERATE.

SARKIES' BROTHERS, Proprietors.

21st December, 1887. 2478

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS DISCHARGING BOMBAY COTTON and COTTON YARN at the KOWLOON WHARF will have Free Storage for 14 days from arrival, after which a Rent of 3 CENTS per ton per month will be charged.

ISAAC HUGHES, Secretary.

Hongkong, November 7, 1887. 2483

CHAS. J. GAUPP & CO., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VICTORIANA & CELEBRATED BINOCULARS AND TELESCOPES.

BRITISH & OTHER COMPASSES, ADMIRALTY & IMRAY CHARTS.

NAUTICAL BOOKS.

ENGLISH SILVER & ELECTRO-PLATED WARE, CHRISTIE & CO.'S ELECTRO-PLATED WARE, GOLD & SILVER JEWELLERY, in great variety.

DIA MONDS

DIA MONDS JEWELLERY.

Splendid Collection of the Latest London PATTERNS, at very moderate prices. 742

ROBES ET CONFECTIONS

FRENCH DRESS-MAKER.

MRS. C. HEYMANS,

35, WELLINGTON STREET,

HONGKONG.

THE ONLY FRENCH DRESS-MAKER

IN HONGKONG.

DIPLOMA IN PARIS IN 1884.

Hongkong, October 1, 1887. 1925

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

IN accordance with Section 120 of the Articles of Association, the General Agent with approval of the Consulting Committee, will on the 2nd January, 1888, issue INTEREST WARRANTS of 60 per cent. payable at the HONGKONG & SHANGHAI BANKING CORPORATION, the same being at the rate of 1% per cent. per annum on the paid up Capital of the Office for the year 1887, and notice is hereby given that the order that the same may be adjusted on the transfer of stock, the Office will be CLOSED from the 10th to 31st instant, both days inclusive.

JARDINE, MATTHESON & CO., General Agents.

CANTON INSURANCE OFFICE, LIMITED.

Hongkong, December 16, 1887. 2477

Intimations.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE transfer BOOKS of this Company will be CLOSED from the 17th to the 31st instant, both days inclusive.

P. W. CROSS, Manager.

Hongkong, December 16, 1887. 2477

NOTICE.

THE Undersigned are Sole Agents for Hongkong and Manila for the Sale of THE MONTSERRAT LIME JUICE, and THE MONTSERRAT LIME JUICE CORDIALS.

A. S. WATSON & CO., LTD.
Hongkong, May 3, 1887. 964

Business Notices.

LANE, CRAWFORD & CO.

HAVE NOW OPENED THEIR NEW STOCK OF FANCY GOODS AND DELICACIES

Suitable for the Festive Season.

Christmas & New Year Presents.

ALL THE LATEST NOVELTIES.

LADIES' HAND BAGS, PORTRAIT ALBUMS, POCKET BOOKS AND PURSES, PHOTOGRAPH FRAMES & CASES, FLOWER HOLDERS.

DRESSING CASES AND BAGS, NAIL SETS in Cases, JEWEL and WORK BOXES, CIGAR CABINETS, MANTLE ORNAMENTS, TABLE LAMPS.

NEW ONYX WARE, NEW EMBOSSED LEATHER, A HANDSOME TABLE FOUNTAIN.

A SPLENDID COLLECTION OF PRESENTS.

CHILDREN'S MECHANICAL TOYS.

CARVED MEERSCHAUM PIPES and CIGAR HOLDERS, CIGAR and CIGARETTE CASES, TOBACCO BOXES.

Beautifully Bound Presentation Books, CHRISTMAS AND NEW YEAR'S CARDS.

Electro-Plated Ware.

A Splendid Selection of Useful PRESENTS.

CHRISTMAS DELICACIES:

Best English and French Brands, SOUPS, FISH, GAME, PATTIES, TONGUES, SAUCES, SPICES, VEGETABLES, DESSERT FRUITS, &c., &c.

John Serson's Illustrations, Smarina Figs, Apples, Elbas Plums, Nuts—Almonds in Shells, Brazil, Filberts and Barcelona.

PLUM PUDDINGS AND MINCE MEAT.

HUNTLEY AND PALMER'S.

CHRISTMAS CAKES.

FINEST SELECTED YORK HAMS.

CHEESE.

GORGONZOLA, GLOSTER, ALBERT, ROCHFORT and STILTON.

HUNTLEY AND PALMER'S CHRISTMAS AND ASSORTED BISCUITS.

French and English CONFECTIONERY.

BON BONS, OF the very best quality procurable.

FANCY CHOCOLATES AND CHOCOLATE CREAMS.

COSAQUES.

HOLLY AND MISTLETOE WREATHS.

LANE, CRAWFORD & CO.

Hongkong, December 10, 1887. 2462

W. POWELL & CO.

Kid Gloves! Kid Gloves!! Kid Gloves!!!

LADIES' BLACK, COLOURED and WHITE KID GLOVES.

LADIES' SUNDE GLOVES—S. 15.—20 Buttons.

LADIES' FUR-LINED KID GLOVES.

GENTLEMEN'S WHITE and LAVENDER KID GLOVES.

GENTLEMEN'S COLOURED KID GLOVES.

GENTLEMEN'S FUR-LINED KID GLOVES.

CASHMERE and CLOTH GLOVES.

W. POWELL & CO.

(TELEPHONE 21).

VICTORIA EX

FOR SALE.

FOR SALE.
JULES MUMM & Co.'s CHAMPAGNE,
Quarts.....\$20 per Case, of 1 doz.
Pints.....\$2 per " 2 "
Dubois Frères & de Gérard & Co.'s BORDEAUX CLARETS AND WHITE WINES.
Baxter's Celebrated 'Barley Bro' WHISKY, \$74 per Case of 1 doz.
GIBB, LIVINGSTON & Co. Hongkong, July 18, 1884. 1187

To-day's Advertisements.

STEAM TO BOMBAY VIA STRAITS.
The P. & O. S. N. Co.'s Steamship "Venia" will leave for the above places on SATURDAY, 24th December, at Daylight.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, December 22, 1887. 2480

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUL.

The Co.'s Steamship "Pomona". Captain H. Hall will be despatched for the above Ports on SUNDAY, the 25th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAT & Co., General Managers.

Hongkong, December 22, 1887. 2484

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamer "Kong Beng". Captain F. W. Phillips, will be despatched for the above Ports on MONDAY, the 26th Inst., at Daylight.

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, December 22, 1887. 2485

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. DENBIGHSHIRE, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the KOWLOON WHARF & GODOWN Co. at Kowloon, whence and/or from the Wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 22nd Instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd Instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, December 16, 1887. 2486

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SOUEABAYA, SAMARANG, BATAVIA, SINGAPORE AND SAIGON.

THE Company's S.S. "Bantam", having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND GODOWN Co., Ltd. at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 26th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, December 19, 1887. 2487

INSURANCES.

NOTICE.

THE MAN ON INSURANCE COMPANY (LIMITED).

CAPITAL SUBSCRIBED.....\$1,000,000.

THE above Company is prepared to accept MARINE RISKS at Current Rates on Goods, &c. Policies granted to all parts of the World payable at any of its Agencies.

WOO LIN, YUEN, Secretary.

HEAD OFFICE,

No. 2, QUEEN'S ROAD WEST.

Hongkong, December 2, 1887. 2349

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:-

Marine Department.

Polices issued at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Polices issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1887. 498

NOT RESPONSIBLE FOR DEBTS.

Neither the Captain, the Agents, nor

Owners will be Responsible for

any Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in Hongkong Harbour:-

ADMIRAL ROSE, Hawaiian brig, Captain J. Phillips - Wieland & Co.

EMILIE, Norwegian barque, Captain F. Torgé - Siemsen & Co.

MAX L. CUSHING, American ship, Capt. P. P. Brown - Pustat & Co.

PROFESSOR, American barque, Capt. G. Eaton - Adamson, Hall & Co.

BRITISH barque, Capt. R. Mar & Co.

BRITISH barque, Capt. J. Phillips - Wieland & Co.

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BRITISH barque, Capt. J

The case against Sz Sui Sun, who is charged by Mr Oscar Brandt with fraudulently converting to his own use a sum of \$20 entrusted to him, was continued at the Police Court today. Mr Webber appeared for the defence, and said that if the defendant received money he did so in the capacity of clerk and consequently could not be a bribe. Mr Oscar Brandt said he was a merchant in Stanley Street. Defendant was his clerk and left his employ after the 12th ultimo. On the afternoon of the 11th ultimo defendant told him some people had asked him to pay a bill owing by witness to the Kwong Po Canton newspaper office for advertisement. He stated the amount was about \$20 and witness handed him that sum. Next morning defendant said he had paid the bill to the sheriff who had asked for payment. From that time witness did not see defendant till after his arrest on a charge of embezzling \$300. Defendant was discharged yesterday at the Supreme Court, it being held that there was no jurisdiction. That case had nothing to do with the present. Witness had to pay the Kwong Po bill himself. He produced a petty cash book kept in the ordinary course of business by the defendant. There was entered in the prisoner's hand-writing, under date 13 November, two entries—Advertisements \$10, leader in the paper \$10. This was the only dealing he had with the Kwong Po shop. Defendant was in the habit of paying small bills. Witness, however, found in this case, on going to Canton that the bill had not been paid. In answer to Mr Webber, Mr Brandt said he engaged to pay defendant \$30 per month and to give him a gratuity if the business was successful. He opened a shop in Canal Road, Canton. It was not true that defendant had nothing to do with the accounts until his compatrio left. He had always been in debt to witness. He had assisted in putting through witness's business for him in Canton. Witness never gave him a gratuity. Defendant never asked for any. When witness was introduced by defendant to the editor of the paper, something was said about a leader, which the editor promised to write. This is witness's evidence, and the case was remanded till to-morrow. A bill from the Kwong Po newspaper for advertising gunpowder and firearms was put in.

Mr Bright is being credibly with a pointed rejoinder to one of Mr Gladstone's remarks in introducing his Irish Bill, 'Law,' said Mr Gladstone, 'comes to Ireland with a foreign crew divested of all domestic character.' 'True,' rejoins Mr Bright; 'The Ten Commandments came from Sinai.'

As a specimen of the influence at present exercised by Russia in Persia, it may be noticed that a purely Russian exhibition is to be held in Teheran next year. None other but Russian manufactures and goods suited to Persian requirements will be exhibited, and a list of the articles most likely to command a ready sale is being circulated throughout the Czar's dominions.

The Straits Times says:—We shall soon have a large gathering of foreign men-of-war at Singapore. From Manila there is coming the German squadron, consisting of the Bismarck (flagship), Carola, Olga, and Sophie. From Europe two Russian corvettes, one Portuguese gunboat, and the Austrian corvette Fusca with an Austrian Prince on a cruise round the world.

The Home papers received by last mail contain extracts from several numbers of the Times in 1865, giving an account of the trial and conviction of one Eugen Mitzkiewicz, calling himself Count Mitzkiewicz, for obtaining money on false pretences, and for which he was sentenced to five years penal servitude. The account they say tells its own story and needs no further comment.

SIGIOR CRISPI AN UNSCRUPULOUS ADVENTURER.—The Chicago Tribune is responsible for the following:—Sig. Crispi, the Italian Premier, is now one of the great men of Europe. Everybody is talking about his visit to Prince Bismarck, and the triple alliance he has formed between Germany, Austria and Italy. Some even say it is a quadruple alliance, England being the fourth member. However that may be, Italy must now be ranked as a first-class power, and Sig. Crispi thus rises into the rank of leading European statesmen. Yet he is himself a pretty queer fish. His ability is unquestioned. His industry is marvelous. But his private morals are, or have been, most shady. He came to the front years ago as an unscrupulous adventurer. Before Garibaldi bowed King Italy down, Crispi was an exile from Italy, and lived here much of the time. He married a Maltese woman, who had been a laundress, and had considerable notoriety in the demi-monde. They say she supported him. He was a dissolute life, but Crispi enjoyed it for several years. When Garibaldi liberated Italy and brought Victor Emmanuel to the throne of Naples, Crispi returned to Italy and soon rose to a leading position. The fact that he had been an exile was enough to put him in high favor. No one asked questions about his private life. He was a patriot; that was enough. But his washerwoman wife! Oh, how simply gave her the slip afterwards. She could not read, so she never saw what the newspapers said about him, and she did not know what had become of him. So she gave him up to lost, supposing he had been killed in battle. Then he married again and became quite swell in society in Rome. After a time his first wife found out where he was and what he was doing. She began an action against him for bigamy. In the course of the trial, Crispi, owned up to the life he had lived with her, and everybody thought he cut a pretty disgraceful figure. Indeed, the case would have had to serve a term in prison had not King Humbert personally interested himself in the matter. His Majesty had run a pretty lively course himself, and was disposed to look with a lenient eye upon such lapses from virtue. Moreover, he recognized Crispi's value as a public servant, and didn't want to lose him. So he managed to have the matter compromised, and Crispi and his second wife retained their position in Italian society.

THE LOSS OF THE S. S. LORNE.
• MARINE COURT OF INQUIRY.

A Marine Court was held at the Harbour Office to-day, to inquire into the circumstances connected with the loss of the British steamer *Lorne*, which occurred on the East Coast of Hainan, on the 3rd inst. Commander R. Murray Ramsay, ret. R.N., Acting Stipendiary Magistrate, presided, and the other members of the Court were Staff-Commander John A. G. Bucknor, R.N., H.M.S. *Victor* (Admiral); Mr. Francis Cole, master of the British steamer *Venicia*; Mr. James Arnold, master of the British steamer *Partida*; and Mr. Michael Coulter, master of the British steamer *Atoll*.

The letter of the Second Officer of the *Lorne*, applying for an inquiry having been read, the following evidence was taken.

Samuel John Norwood, rated 1st assistant officer, certificate No. 286, dated 12th October last, was second officer of the *Lorne*. He was born at Singapore some time in March last. He was 1035 tons register and 150 horse power. Was left Singapore on 29th November, 1886, to Hong Kong, 12th October last. He was second officer of the *Lorne*. I hold no certificate. At midnight on the 3rd Dec. I was just going on watch when I felt the ship strike. At that time I was just by the main hatch on the upper deck. It seemed to me as if she was running over something; it was a continuation of bumping. I should say eight or nine. I went into the engine-room to relieve the second engineer, and remained there till I was called up. The chief engineer, who had been on deck, came down beside me and told me no soundings could be got. We left the engine-room in about ten minutes up to that time there was no water in it. The engines were stopped before I got below. When I went on deck I assisted to put out the two port boats. Then I went to my room and put on some thicker clothing. When I went off again I assisted to put out the starboard life-boat. The sailors had left her and the passengers jumped into her, and we could not get her out. If there had been any sailors there we could have got her out. We next went to the other life-boat and tried to get her out but could not. Shortly afterwards the ship went down. While we were trying to get out the boats gave no assistance. When the ship went down, six European passengers, including the ship's passenger, Mr Charles Ripley, were standing together by the smaller life-boat. I examined the wound. It is an inch in diameter. I gave him some plaster and some medicine to take. The wound was not bleeding. I told him to come to the Hospital every day to get medicine. He came every day about 11 o'clock. The last five days he came without a bandage over the plaster and without a sling. There was a piece of cloth round the wound. I gave a fresh plaster each time. It seemed to be getting better every day. I did not tell him on the last day but one to take the sling. I let him do as was comfortable to him. The last day he came to me was on the 18th, about noon. There was only a piece of oil-cloth with the plaster, no bandage. I did not put on the plaster. I only lifted up the old one and gave him a new plaster. He washed the wound himself and put it on. On the last day I saw no discharge. There was some sickly matter, no more than there had been any other day, and the wound seemed to be healing. I never washed the wound. I gave him orders to wash it. I pat on the plaster the first day he came to the Hospital, but on the other day I gave it to him to put on himself. It was the same plaster and the same medicine I gave him every day. He did not complain on the last day that the wound was not getting well. He appeared in good health. I was sent for that day after three o'clock in the afternoon. I found the wound bleeding profusely. He was in bed, perspiring profusely and very weak. I gave him a prescription to restore blood and to stop the bleeding. I gave him a plaster to stop the bleeding. I had the plasters with me, for I heard the wound was bleeding. The plaster was not the same as the former one. He was dying on account of the perspiration and the loss of blood. I was with him a few minutes. He was unconscious. The bleeding stopped before I left. After that I did not see him again.

By Dr. Cawthron.—When I saw him on the afternoon of the last day, I tied up the arm as well as put on the plaster. Both helped to stop the blood. I keep the plasters in the arm. The blood was trickling down when I saw the wound. I considered the cause of the wound breaking out was that he had caught a cold.

By Mr Gonsalves.—I consider that the wound was progressing up till the last day. Dr James Cawthron said—I remember the S. S. *Lorne*, she has come under my notice in surveying. I can't say positively whether she had a collision bulkhead or not. On referring to Lloyd's Register I should say she had. She was classed in Lloyd's and is stated to have had six bulkheads. From those who were all on the skids tried to prevent this, but found it impossible. We called out to them and knocked them down, but there was no use. After the second cutter was in the water, I took the painter and lowered it to the rail. I then went over to the other side. The officers with the assistance of some of the passengers then got the starboard life-boat ready for turning out. The Captain then told me to go to my own boat. When I got over to the side I found they had cut the painter with a scissor and were shoving off. I called out to them to come back. Only one of them could speak English, the quartermaster, and he told me to lend him a hand to get No. 1 cutter out. After getting her lowered to the rail I went back to my own boat and got her lowered to the rail. While we were doing this the passengers had lowered the first cutter. Some of them had jumped in and others lowered her. The passengers also lowered the gig and the dingy down in the same way, and the gig capsized. As soon as we got the second cutter to the rail some of the passengers rushed to her and lowered her down also. The sailors had got into the second cutter as soon as she was lowered to the rail; they would not obey any orders at all. The first and third mates and the Chief Engineer and I who were all on the skids tried to prevent this, but found it impossible. We called out to them and knocked them down, but there was no use. After the second cutter was in the water, I took the painter and lowered it to the rail. I then went over to the other side. 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Mails.

Mails.

Intimations.

Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported to-day.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT
SAID, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIK PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 25th day of December,
1887, at 4 p.m., the Company's
Steamship *AYER*, Capt. R. SANDER,
with MAILED PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at GENOA.

Shipping Orders will be granted till
Noon. Cargo will be received on board
until 4 p.m., Specie and Parcels until 3
p.m. on the 24th December. (Parcels are
not to be sent on board; they must be
left at the Agency's Office). Contencts and
Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, November 28, 1887. 2320

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID.

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;

ALSO, LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

ON TUESDAY, the 27th December,
at Noon, the Company's Steamship
MELBOURNE, Commandant LEOPOLD,
with MAILED PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on
the 26th December. (Parcels are not to be
sent on board; they must be left at the
Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, December 14, 1887. 2435

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF
NEW YORK* will be despatched for
San Francisco, via Yokohama and
Honolulu, on THURSDAY, the 29th
December, at 3 p.m., taking Passengers
and Freight for Japan, the United States,
and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

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Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passages granted as follows:

To San Francisco ... \$200.00

To San Francisco and return ... 350.00

available for 6 months ... 333.00

To Liverpool ... 333.00

To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Offices, addressed to the Collector
of Customs, San Francisco.

For further information as to Freight
or Passages, apply to the Agency of the
Company, No. 504, Queen's Road Central.

O. D. HARMAN,
Agent.

Hongkong, December 20, 1887. 2474

Intimations.

*CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship *PARTHIA*,
3,167 Tons Register, ARNOLD
Commander, will be despatched for VAN
COUVER, B.C., via NAGASAKI, KOBE
and YOKOHAMA, on FRIDAY, the 23rd
December, at 3 p.m.

To be followed by B.S. *ABYSSINIA*,
on the 27th January, 1888, and S.S.
BATAVIA, on the 28th February, 1888.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with San Fran-
cisco, by the regular Steamers of the
PACIFIC COAST SHIPMANAGEMENT COMPANY.

Through Passage Tickets granted to Eng-

land, France, and Germany by all trans-

Atlantic lines of Steamers.

First-class Fares granted as follows:

To Vancouver Mex. \$160.00

To Victoria and San Francisco 175.00

To all common points in Can- 200.00

ada and the United States 200.00

To Liverpool 300.00

To London 305.00

To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passenger Tickets granted as follows:

To San Francisco ... \$200.00

To San Francisco and return ... 350.00

available for 6 months ... 333.00

To Liverpool ... 333.00

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obtained on application.

Passenger Tickets granted as follows:

To San Francisco ... \$200.00

To San Francisco and return ... 350.00

available for 6 months ... 333.00

To Liverpool ... 333.00

To other European ports at proportionate
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